Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1 - 13. (cancelled)

14. (currently amended) A lid assembly provided on a rear trunk of a convertible vehicle having a front, a rear and a longitudinal axis, and comprising a bodywork and a movable roof adapted to cover a passenger compartment of the vehicle in a first position and to uncover said passenger compartment in a second position, the lid assembly comprising:

a lid which has a front edge and a rear edge, which is hinged ~~on~~ relative to the bodywork of the vehicle and which is locked relative to said bodywork in a releasable manner, both in the vicinity of the front edge and the rear edge, by front and rear locking and hinge members, respectively, so as to be movable between a closed position and a first open position by pivoting from said front backwards about a rear axis, for allowing the roof to pass from said first position to said second position, and between said closed position and a second open position by pivoting from the rear forwards about a front axis, for a rear access to the rear trunk, and

control means adapted to open the lid from both said front backwards and rear forwards, and to close the lid, the control means comprising at least one articulated arm which is movable and operated between a retracted position in which the lid is in its closed position and a first deployed position in which the lid is in its first open position, for having said lid pivoted about said rear axis, wherein said at least one articulated arm is further movable and operated between said retracted position and a second deployed position in which the lid is in its second open position further to a pivoting of said lid about said front axis, so that said deployment of said at least one

articulated arm from the retracted position to said second deployed position operates the pivoting of the lid from the rear forwards, about said front axis,

wherein the front locking and hinge members are dissociated from said at least one articulated arm, and

wherein, through said front locking and hinge members, the lid is directly articulated on the bodywork of the vehicle.

15. (currently amended) The lid assembly of claim 14, further comprising: an actuator which is connected to said at least one articulated arm and to the bodywork, and which is adapted to actuate the articulated arm~~, wherein said at least one articulated arm further operates the pivoting of the lid from said rear forwards, about said front axis, by being actuated by said actuator to be deployed from said retracted position to a second deployed position in which the lid is in said open position further to having pivoted from said rear forwards, about said front axis~~.

16. (previously presented) The lid assembly of claim 14, wherein said at least one articulated arm is articulated on the lid about a first axis which is spaced apart from the front axis.

17. (previously presented) The lid assembly according to claim 16, wherein said first axis is further spaced apart from the rear axis.

18. (previously presented) The lid assembly according to claim 14, wherein said at least one articulated arm comprises:

a top rod connected, in the vicinity of a top end, to the lid, in a manner such as to pivot about a top axis transverse to the longitudinal axis of the vehicle, and

a bottom rod connected, in the vicinity of a bottom end, to the bodywork, in a manner such as to pivot about a bottom axis transverse to said longitudinal axis of the vehicle, and, in the vicinity of a top end, to said bottom end of the top rod in a

manner such as to pivot about an intermediate hinge axis transverse to said longitudinal axis, said intermediate hinge axis being situated further forward than a straight line that interconnects said bottom and top hinge axes, when the lid is open backwards, the top axis being longitudinally situated between the front edge and the rear edge of the lid.

19. (previously presented) The lid assembly according to claim 14, wherein:

said at least one articulated arm comprises:

a top rod connected, in the vicinity of a top end, to the lid, in a manner such as to pivot about a top axis transverse to the longitudinal axis of the vehicle, and

a bottom rod connected, in the vicinity of a bottom end, to the bodywork, in a manner such as to pivot about a bottom axis transverse to said longitudinal axis of the vehicle, and, in the vicinity of a top end, to said bottom end of the top rod in a manner such as to pivot about an intermediate hinge axis transverse to said longitudinal axis, and,

said at least one articulated arm defines, at said intermediate hinge axis, an angle pointing forwards when the lid is in its closed position and when said lid is in either of its open backwards and forwards positions.

20. (previously presented) The lid assembly according to claim 14, wherein:

said at least one articulated arm comprises:

a top rod connected, in the vicinity of a top end, to the lid, in a manner such as to pivot about a top axis transverse to the longitudinal axis of the vehicle, and

a bottom rod connected, in the vicinity of a bottom end, to the bodywork, in a manner such as to pivot about a bottom axis transverse to said longitudinal axis of the vehicle, and, in the vicinity of its top end, to said bottom end of the top rod in a manner such as to pivot about an intermediate hinge axis transverse to said longitudinal axis, and,

said intermediate axis is situated further backwards than a straight line that interconnects the bottom and the top axes, when the lid is open forwards, and the top axis is situated between the front edge and the rear edge of the lid.

21. (currently amended) The lid assembly according to claim 14, wherein:

said at least one articulated arm comprises:

a top rod connected, in the vicinity of a top end, to the lid, in a manner such as to pivot about a top axis transverse to the longitudinal axis the vehicle, and

a bottom rod connected, in the vicinity of a bottom end, to the bodywork, in a manner such as to pivot about a bottom axis transverse to said longitudinal axis of the vehicle, and, in the vicinity of a top end, to said bottom end of the top rod in a manner such as to pivot about an intermediate hinge axis transverse to said longitudinal axis,

the rear trunk is laterally delimited by side walls of the bodywork, each having upwardly a top edge,

when the lid is open as backwards as forwards, an opening plane of the rear trunk is defined by said top edges of the side walls, ~~and,~~

said at least one articulated arm is arranged so that, when the lid is open as backwards as forwards, the top end of the bottom rod is situated above said opening plane of the rear trunk, and

wherein said at least one articulated arm is arranged such that, when the lid is open as backwards as forwards, a projection of the top rod in the opening plane extends beyond a perimeter defined by said top edges of the side walls.

22. (cancelled)

23. (previously presented) The lid assembly according to claim 14, wherein:

said at least one articulated arm comprises:

a top rod connected, in the vicinity of a top end, to the lid, in a manner such as to pivot about a top axis transverse to the longitudinal axis of the vehicle, and

a bottom rod connected, in the vicinity of a bottom end, to the bodywork, in a manner such as to pivot about a bottom axis transverse to said longitudinal axis of the vehicle, and, in the vicinity of a top end, to said bottom end of the top rod in a manner such as to pivot about an intermediate hinge axis transverse to said longitudinal axis, and,

a bottom end of the bottom rod is hinged to a portion of the bodywork that defines a floor for the rear trunk.

24. (previously presented) The lid assembly according to claim 14, wherein the control means are disposed entirely inside the rear trunk when the lid is in the closed position.

25. (previously presented) The lid assembly according to claim 14, wherein:

the lid is releasably locked relative to the bodywork through front reversible locking means and through rear reversible locking means,

said at least one articulated arm is articulated to the lid, remotely from said respective front and rear axes,

each of the respective front and rear reversible locking members comprises a first coupling member attached to the lid and a second coupling member attached to the bodywork,

one of said first and second coupling members is mounted to move between:

an unlocking position in which, when the lid is in the closed position and has to be opened, it is disposed relative to the other of said coupling members in a manner such that said other coupling member is released from it during opening of the lid,

and a locking position in which, when the lid is in the closed position and has to be left in said closed position, it retains said other coupling member.

26 - 27. (cancelled)

28. (previously presented) The lid assembly according to claim 15, wherein the actuator has a predetermined stroke, said at least one articulated arm and said actuator being secured in a hinged manner respectively to the bodywork and to each other at locations arranged so that the stroke of the actuator is substantially identical regardless of the opening direction of the lid, from the rear forwards or from the front backwards.

29 - 34. (cancelled)

35. (new) A lid assembly provided on a rear trunk of a convertible vehicle having a front, a rear and a longitudinal axis, and comprising a bodywork and a movable roof adapted to cover a passenger compartment of the vehicle in a first position and to uncover said passenger compartment in a second position, the lid assembly comprising:

a lid which has a front edge and a rear edge, which is connected to the bodywork of the vehicle by front and rear locking and hinge members respectively, both in the vicinity of its front edge and its rear edge, said front and rear locking and hinge members being so arranged as to either lock the lid relative to the bodywork, in a hinged manner, or unlock the lid, so that said lid is movable between a closed position and a first open position by pivoting from said front backwards about a rear axis, for allowing the roof to pass from said first position to said second position, and between said closed position and a second open position by pivoting from the rear forwards about a front axis, for a rear access to the rear trunk,

control means adapted to open the lid from both said front backwards and rear forwards, and to close the lid, the control means comprising at least one articulated arm and an actuator for causing movement of said at least one articulated arm, said at least one articulated arm being arranged as to be movable and operated between a retracted position in which the lid is in its closed position and a first deployed position in which the lid is in its first open position, further to an unlocking of the front locking and hinge members and a pivoting of said lid about said rear axis,

said at least one articulated arm having two ends and said actuator being directly connected to said at least one articulated arm at a point between said two ends,

the front locking and hinge members being dissociated from said at least one articulated arm,

said at least one articulated arm being articulated on the lid about an axis which is spaced apart from the front axis, and

said at least one articulated arm being further movable and operated between said retracted position and a second deployed position in which the lid is in its second open position further to a pivoting of said lid about said front axis, so that the deployment of said at least one articulated arm from the retracted position to said second deployed position operates the pivoting of the lid from the rear forwards, about said front axis.